

BookletChart™

Chicago Harbor

NOAA Chart 14928

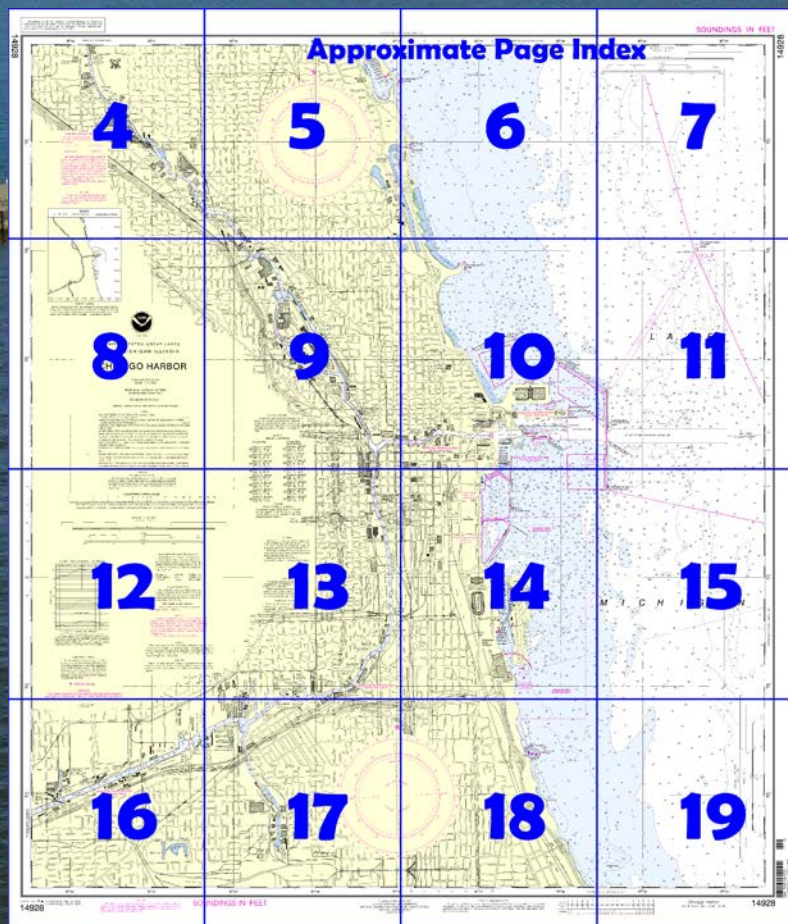


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14928>



(Selected Excerpts from Coast Pilot)

Chicago Harbor, on the SW shore of Lake Michigan 11 miles N of Calumet Harbor, serves the city of **Chicago, Ill.**, and along with Calumet Harbor, forms one of the largest inland ports in the world. The harbor comprises an outer harbor with outer and inner basins and an inner harbor formed by the **Chicago River** and its branches. While there is some deep-draft traffic in the harbor, barge traffic from the Mississippi River via the Illinois Waterway

constitutes the major use of Chicago Harbor. The major commodities handled at the deep-draft facilities in the harbor are general cargo,

newsprint, salt, and cement.

Prominent features- The skyline of Chicago is prominent in general, and its three tallest buildings are conspicuous. The 1,454-foot Sears Tower, 1.3 miles SW of the river mouth, is reported to be the tallest building in the world. Its top is usually obscured by any fog or inclement weather. The white 1,136-foot Standard Oil building is 0.5 mile SW of the river mouth. The dark brown trapezoidal 1,107-foot John Hancock Center 0.9 mile NW of the river mouth has two prominent lighted towers on its roof.

Chicago Harbor Light (41°53.4'N., 87°35.4'W.), 82 feet above the water, is shown from a white conical tower on the S end of the breakwater on the N side of the entrance channel.

The harbor consists of an outer harbor of refuge protected by breakwaters on the NE and E sides and an inner basin at the natural mouth of the Chicago River. The inner basin is protected by breakwaters and bulkheads. The outer harbor is entered from Lake Michigan through a dredged entrance channel leading W between the NE and E breakwaters. The entrance channel is marked by buoys, and the ends of the breakwaters are marked by lights. The outer harbor affords access to the municipal pier on the W side of the harbor and to the entrance channel to the inner basin. A 400-foot-wide breakwater gap at the N end of the outer harbor is marked by lights. The end of the breakwater on the E side of the gap is partially submerged. Caution should be exercised when transiting the gap.

The inner basin, on the S side of the mouth of Chicago River, is entered from the W side of the outer harbor through the **Chicago Lock**. The SE guide wall of the lock is marked at the outer end by a light and fog signal. The inner basin and the river may only be entered through the lock, as bulkheads attach the inner end of the lock to shore and to the inner breakwater, and a bulkhead extending from the shore to the inner breakwater separates the inner basin from the small-craft basin SW of the outer harbor. The dredged river entrance channel extends from the lock across the N side of the inner basin through the mouth of the river upstream to Rush Street.

Ogden Slip, at the N end of the inner basin, is N of and parallel to the mouth of the Chicago River. The slip extends about 0.4 mile into the shoreline, and in 1977, had a centerline controlling depth of 16 feet except for shoaling at the W end.

From its mouth, the Chicago River leads W for 1.3 miles to the junction of North Branch and South Branch. From the junction, **Branch** leads NNW for 1 mile to the junction with **North Branch Canal**, thence these two channels continue NNW, separated by Goose Island, and rejoin at a turning basin at North Avenue.

From its mouth, the Chicago River leads W for 1.3 miles to the junction of North Branch and South Branch. From the junction, **North Branch** leads NNW for 1 mile to the junction with **North Branch Canal**, thence these two channels continue NNW, separated by Goose Island, and rejoin at a turning basin at North Avenue.

Danger.—A rock-filled pile pier 3 to 6 feet high, marked at the outer end by a private light, extends 0.5 mile E from shore into the outer harbor, parallel to and 400 feet N of the Chicago River entrance lock.

Caution.—Submerged wrecks are along the W side of North Branch Canal about 0.4 and 0.8 mile above the junction with North Branch. The northernmost wreck is marked by a buoy.

Four Mile Crib, marked by a private light with a private sound signal, is 2.6 miles ESE of Chicago Harbor Light.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

14928

87°42'

CONTINUED ON CHART 14926

87°41'

87°40'

41° 56'

41° 55'

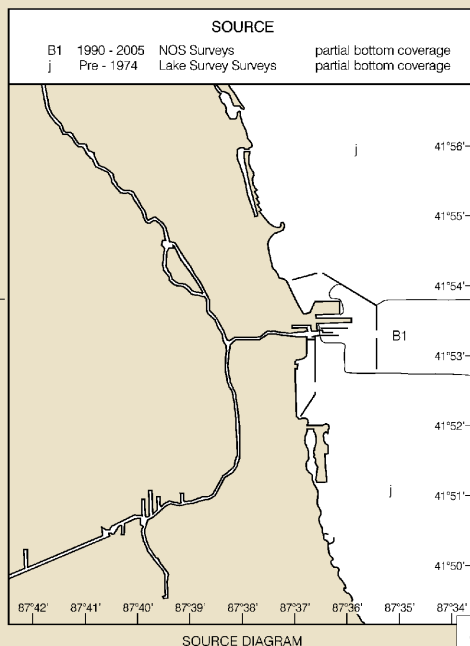
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— — — — — Pipeline Area
~~~~~ Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**  
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.



Joins page 8

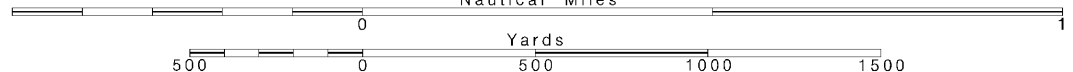
4

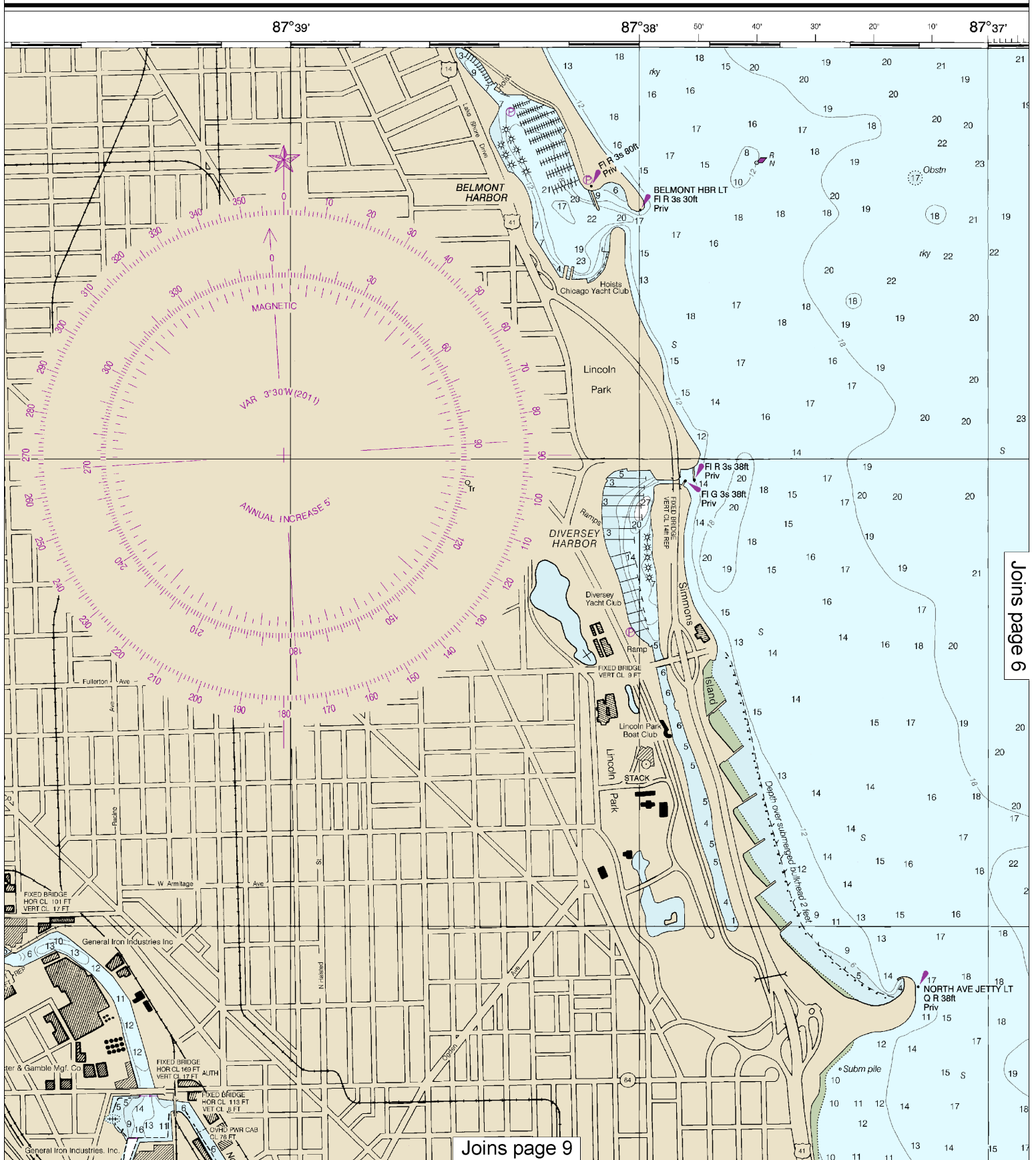
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

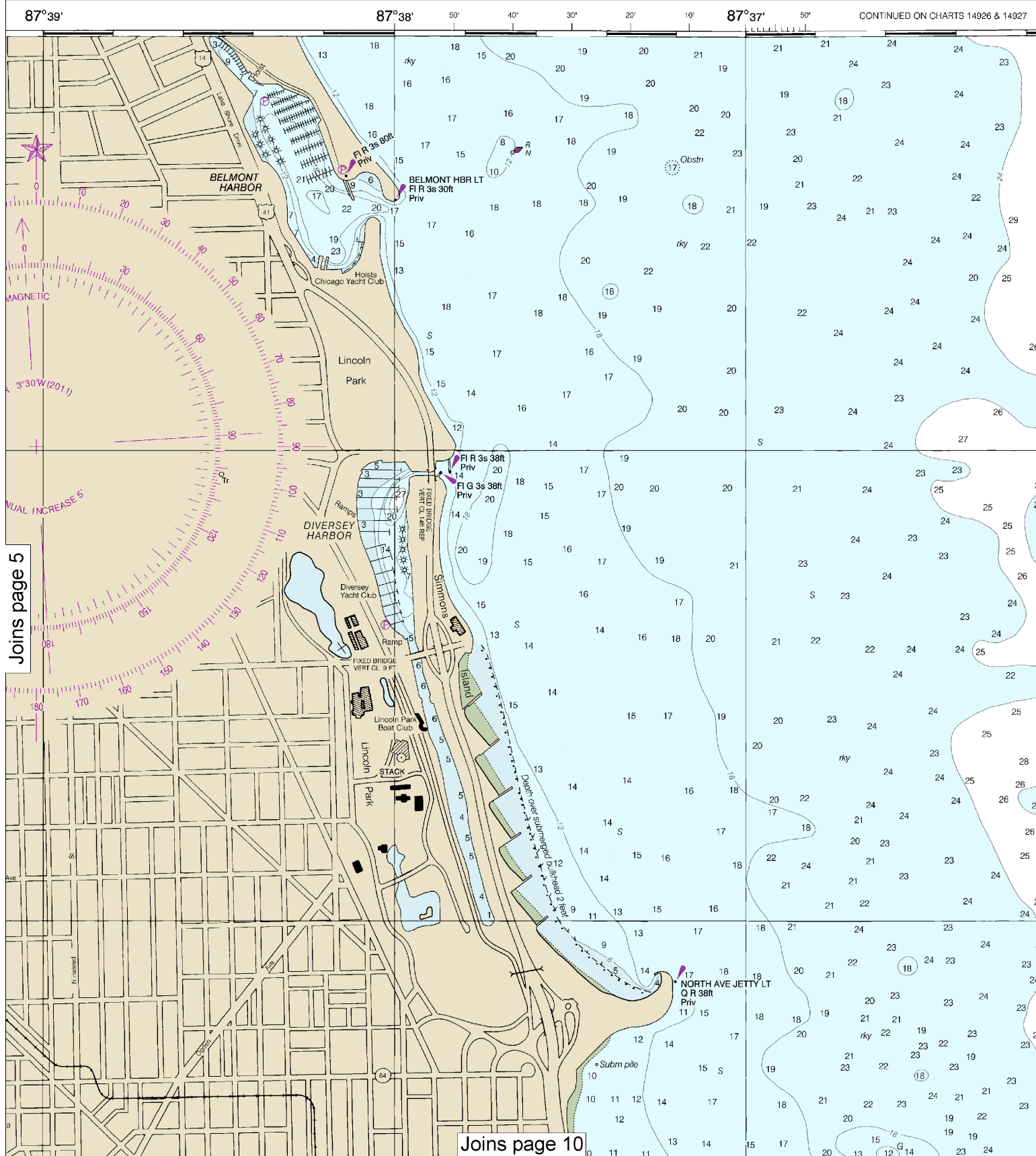
SCALE 1:15,000  
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:20000. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



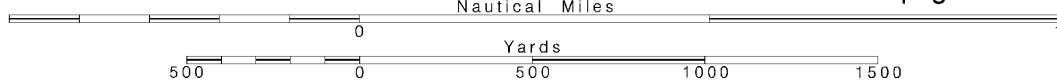
6

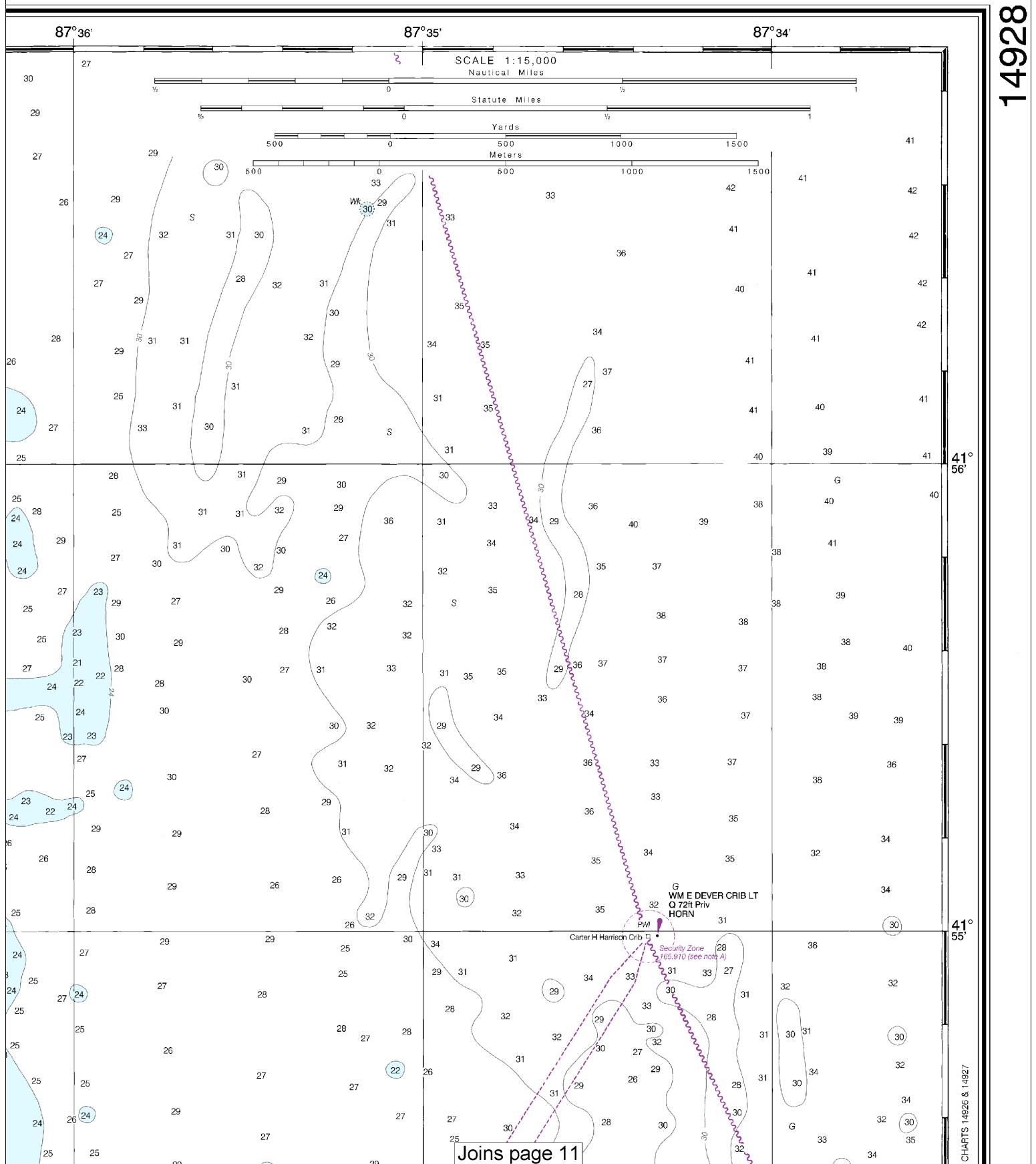
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.

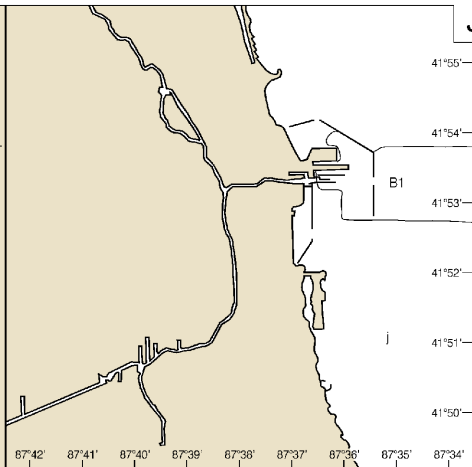




Last Correction: 6/16/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



Joins page 4



SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



THE NATION'S CHARTMAKER SINCE 1807

# UNITED STATES-GREAT LAKES LAKE MICHIGAN-ILLINOIS

## CHICAGO HARBOR

Polyconic Projection  
Scale 1:15,000

North America Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### NOTES

**PLANE OF REFERENCE OF THIS CHART (Low Water Datum)**  
Depths lakeward of the controlling lock .....576.2 ft  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).  
Depths landward of the controlling lock .....576.2 ft  
Referred to mean water level at Father Point (Pointe au Pierre), Quebec, International Great Lakes Datum (1955).  
**SAILING DIRECTIONS.** Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line of or near the middle of the course.  
**AIDS TO NAVIGATION.** Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.  
**SYMBOLS AND ABBREVIATIONS.** For complete list of symbols and abbreviations see Chart No. 1.  
**BRIDGE AND OVERHEAD CABLE CLEARANCES.** When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.  
**AUTHORITIES.** Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

### CAUTION

#### POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

Joins page 12

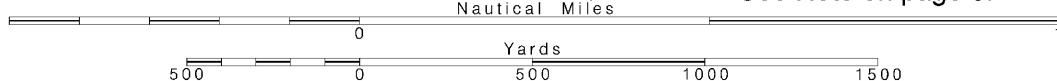
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.







This nautical chart depicts the Chicago River and its connection to Lake Michigan. Key features include:

- Bridges:** Numerous bascule bridges are shown with their horizontal and vertical clearance heights (e.g., "BASCULE BRIDGE HOR CL 137 FT VERT CL 30 FT"). Other bridges include the "FIXED BRIDGE HOR CL 70 FT VERT CL 20 FT" and "BASCULE BRIDGE HOR CL 210 FT VERT CL 25 FT".
- Buildings and Landmarks:** The John Hancock Center, Tribune Tower, City Hall, County Bldg, Civic Center, Public Library, Art Institute, and Sears Tower are labeled. The Central District Filtration Plant is also shown.
- Navigation and Anchorage:** "REGULATED NAVIGATION AREA 165.921 (see note A)" is marked in several locations. "ANCHORAGE AREA C 110.205 (see note A)" and "ANCHORAGE AREA D 110.205 (see note A)" are also indicated. A "SPECIAL ANCHORAGE AREA 110.63, 110.1 (see note A)" is shown near the bottom.
- Depth Soundings:** Numerous numerical values representing water depths are scattered throughout the lake area.
- Other Features:** The "NORTH AVE JETTY LT" is marked with a "Q R 38ft" and "Priv 11 15". The "CLOCK TR" and "TV MAST" are also labeled. The "Chicago River" is shown flowing through the city grid.
- Joins:** The chart is divided into sections by "Joins" to other pages: "Joins page 6" at the top, "Joins page 9" on the left, and "Joins page 14" at the bottom.

Joins page 9

Joins page 14

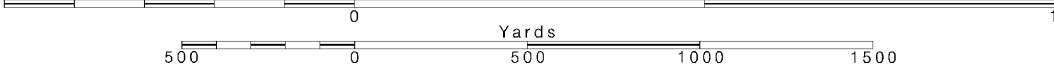
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



Joins page 15

CONTINUED ON CHARTS 14926 & 14927

50°

11



may be determined with a straight line and measuring the angle of its intersection with the middle of the course.

**JOINS PAGE 8**

**AIDS TO NAVIGATION.** Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**SYMBOLS AND ABBREVIATIONS.** For complete list of symbols and abbreviations see Chart No. 1.

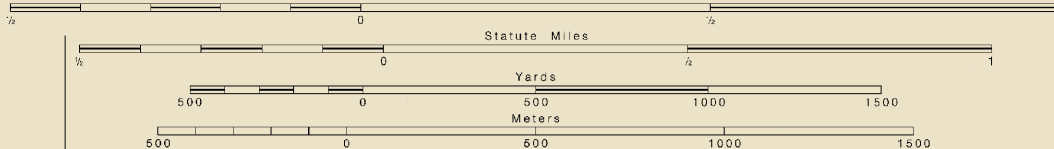
**BRIDGE AND OVERHEAD CABLE CLEARANCES.** When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

**AUTHORITIES.** Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

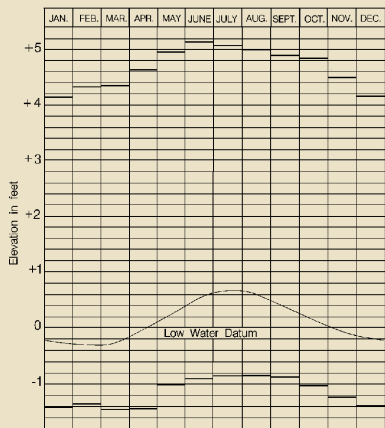
#### CAUTION POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SCALE 1:15,000  
Nautical Miles



#### LAKE MICHIGAN - HURON



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.003" southward and 0.371" westward to agree with this chart.

⊕ Pump-out facilities

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

Cook County Dept of Correction

#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

|                  |        |             |
|------------------|--------|-------------|
| Chicago, IL      | KWO-39 | 162.550 MHz |
| Crystal Lake, IL | KXI-41 | 162.500 MHz |
| Lockport, IL     | KZZ-81 | 162.425 MHz |

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Chicago, Illinois.

Refer to charted regulation section numbers.

#### NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Chicago, Ill.

#### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

JOINS PAGE 16

Printed at reduced scale.

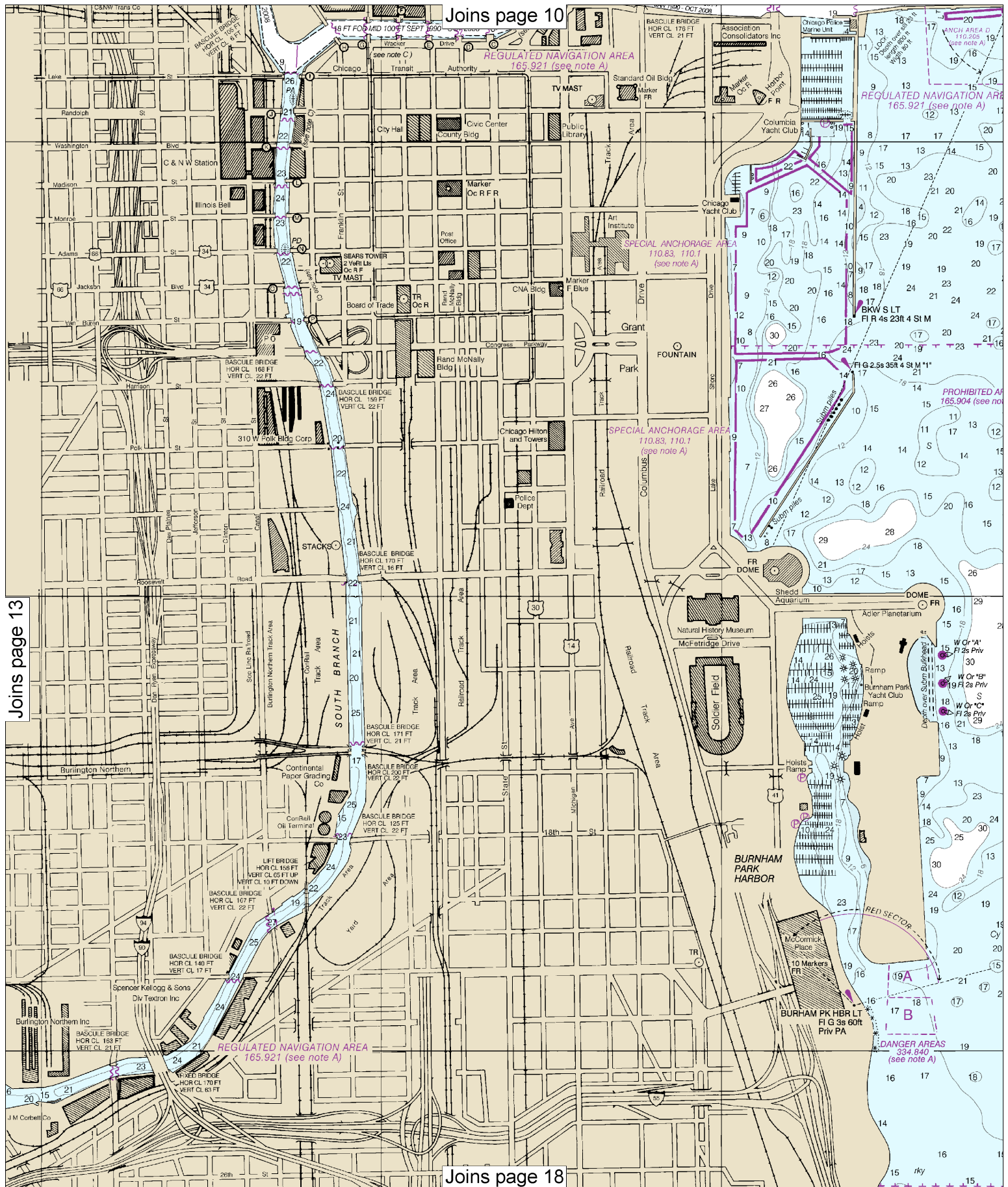
SCALE 1:15,000  
Nautical Miles

See Note on page 5.







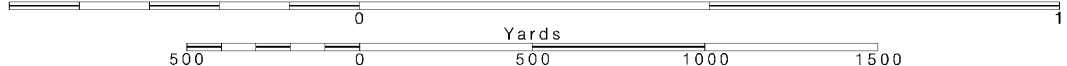


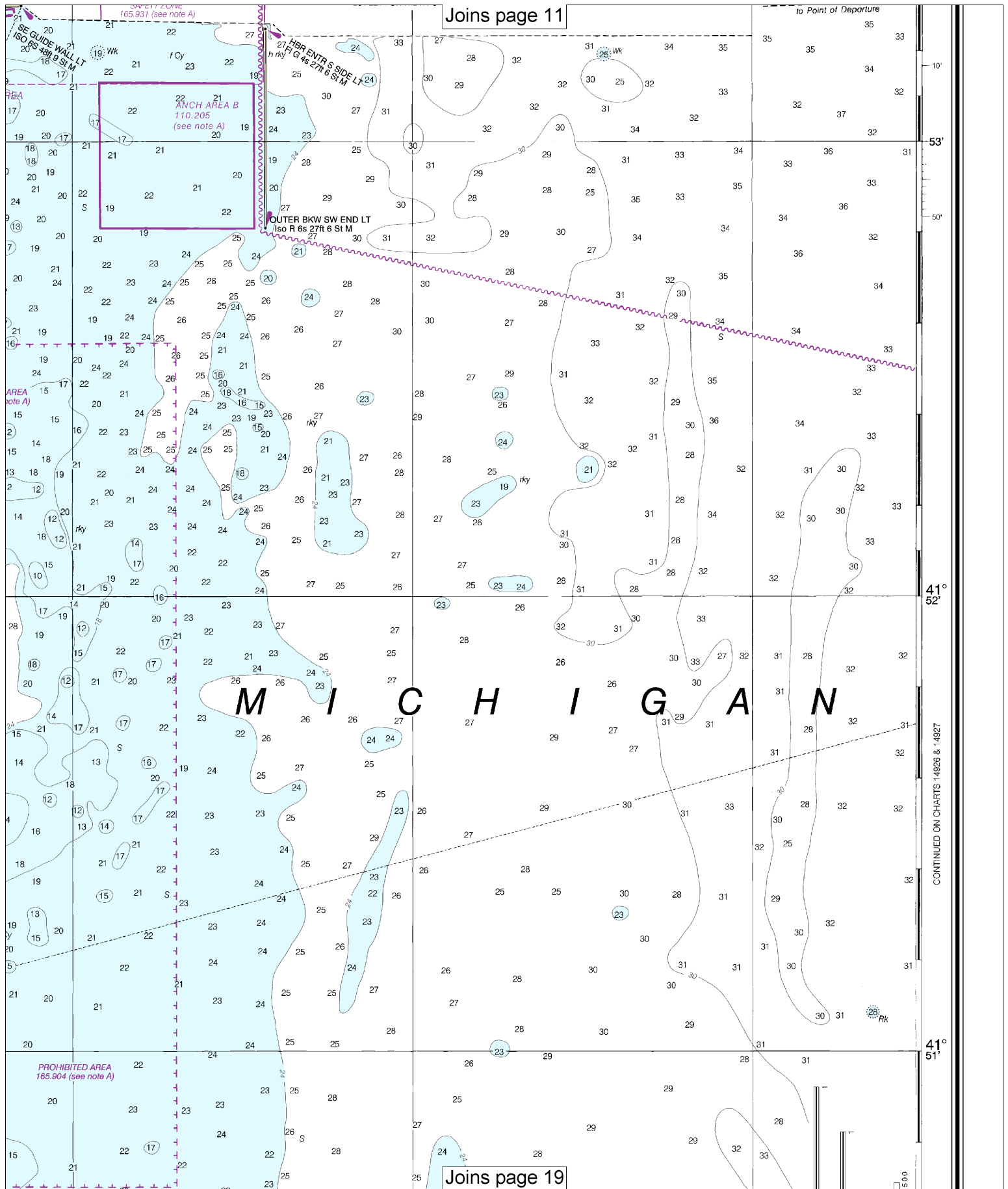
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.

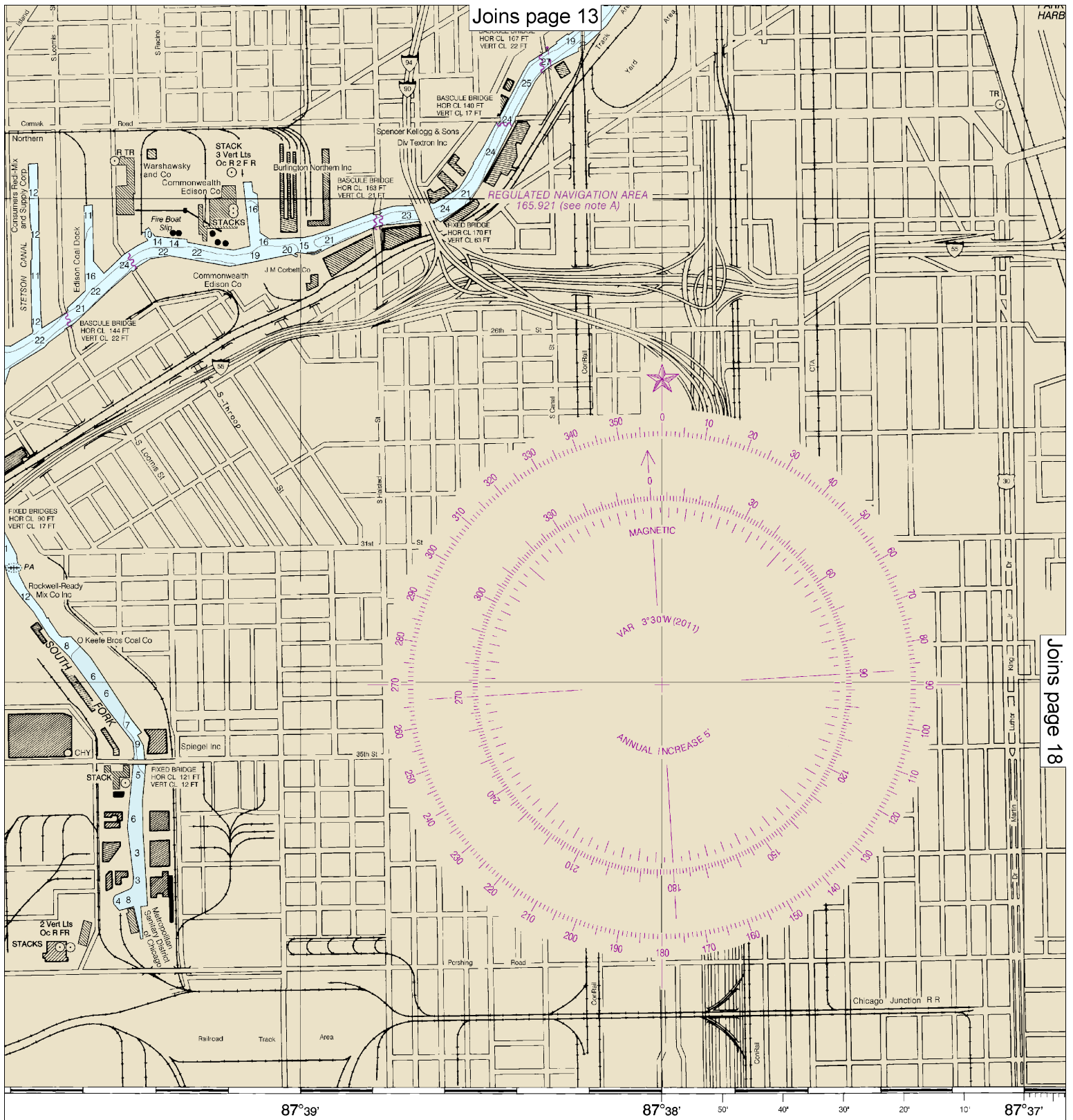






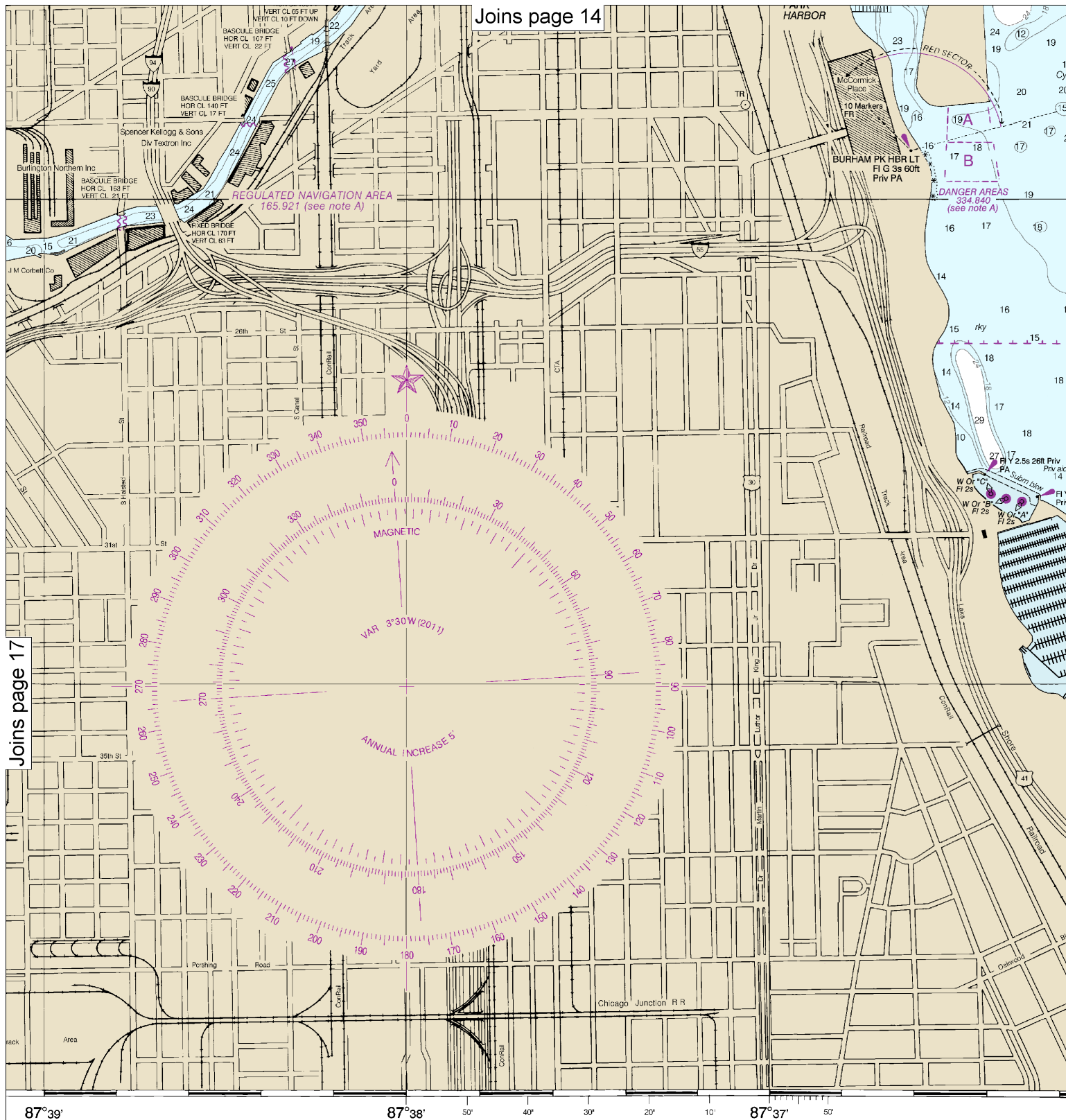






FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



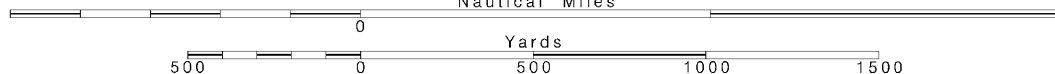
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

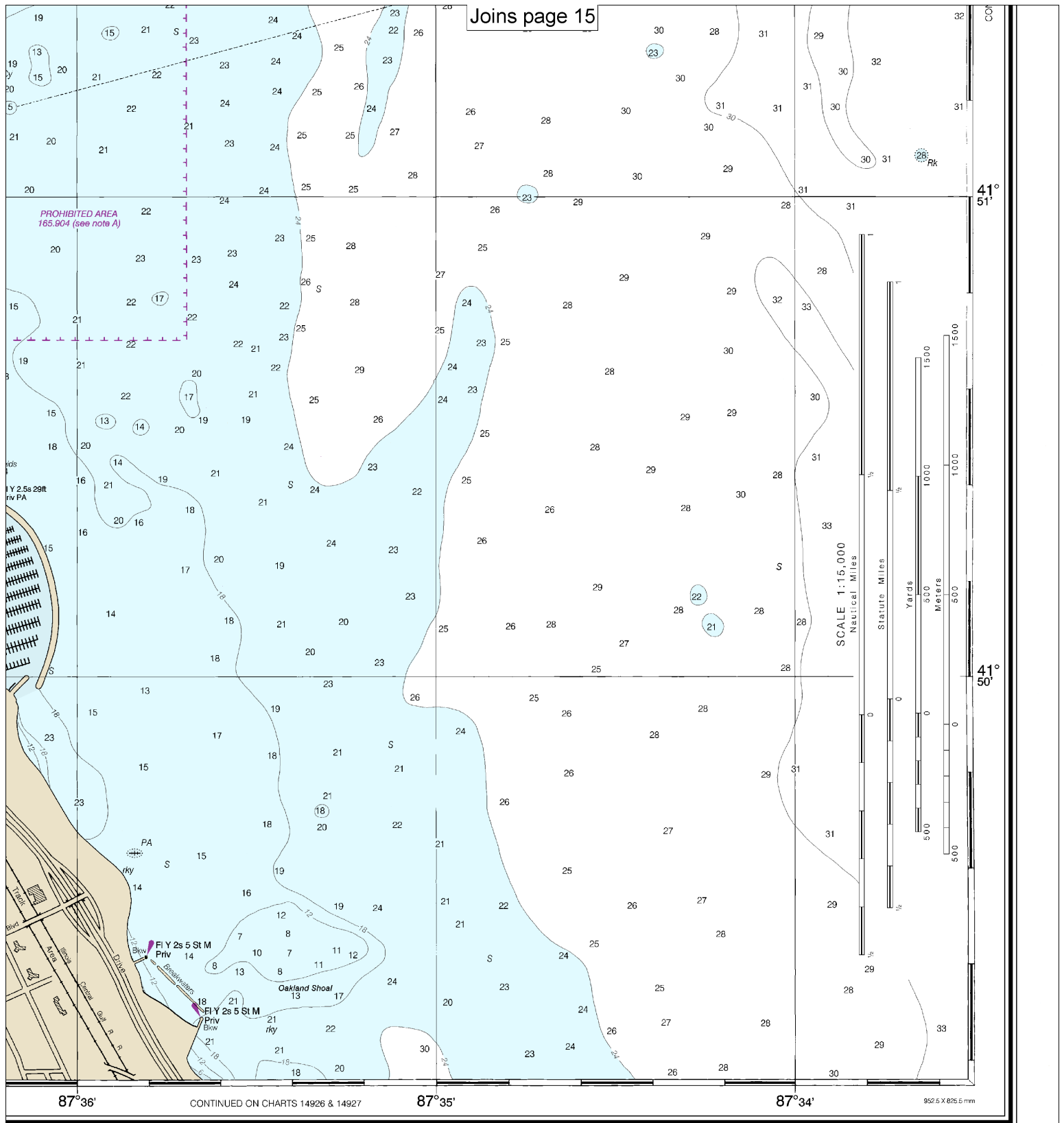
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.





| FATHOMS | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FEET    | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| METERS  | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |

Chicago Harbor  
SOUNDINGS IN FEET - SCALE 1:15,000

14928



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

|                                                 |   |                                                                                                                                                   |
|-------------------------------------------------|---|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Nautical chart related products and information | — | <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>                                                               |
| Interactive chart catalog                       | — | <a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>                   |
| Report a chart discrepancy                      | — | <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>                               |
| Chart and chart related inquiries and comments  | — | <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a> |
| Chart updates (LNM and NM corrections)          | — | <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>               |
| Coast Pilot online                              | — | <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>                         |
| Tides and Currents                              | — | <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>                                                                   |
| Marine Forecasts                                | — | <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>                                               |
| National Data Buoy Center                       | — | <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>                                                                                 |
| NowCoast web portal for coastal conditions      | — | <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>                                                                         |
| National Weather Service                        | — | <a href="http://www.weather.gov/">http://www.weather.gov/</a>                                                                                     |
| National Hurricane Center                       | — | <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>                                                                                   |
| Pacific Tsunami Warning Center                  | — | <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>                                                                                   |
| Contact Us                                      | — | <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>                           |



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.